

APPENDIX B

Summary of adjacent Neighborhood Plans

Bonnycastle was subdivided in 1872-73, but didn't take off until the creation of Cherokee Park and the trolley extension. Development pushed out along Bardstown Road as the trolley line was extended. Horse drawn trolleys started in 1864. Electric trolleys began in 1889. The streetcar line was extended from Highland Av (where Baxter and Bardstown split) to Bonnycastle in 1912. After 1912, the trolley line was extended to Douglas Loop.

Bonnycastle plan identified seven items creating a traditional neighborhood: age of neighborhood & historic buildings, narrow lots, service from alleys, on-street parking, street trees, mix of housing types and architecture, and the inclusion of parks and open space to the makeup of a neighborhood. Bonnycastle neighborhood is largely rectilinear with its street blocks. Belknap, which was largely developed after 1912, has many curvilinear blocks. Two roads conduct a majority of the traffic through Belknap: Dundee Road and Trevillian Way. Bonnycastle has little comparable through traffic with Bardstown conducting much of the traffic and the park serving as a buffer. There are four access points to the park, so the traffic is more evenly distributed.

Both plans spoke to concerns regarding the urban forest. There seemed to be a desire to survey the existing tree population for species and health. This would be used to enact a strategy to maintain the existing trees using best management practices. Then look at planning for tree plantings in the public spaces.

Both neighborhoods are largely residential. Both plans highlight the desire to preserve the current density and land pattern. There were areas marked for down-zoning and strategies of a "maximum base densities" that would make higher density redevelopment go through a City planning process. The aim would be to limit the conversion of single-family

homes to multi-family/high-density land uses. Also numerous landmarks, both icons and structures, were suggested to be appointed for local landmark status.

Much of the commercial development components of both plans dealt with the issue of the interface between the commercial entities and the residential cores. Some of the suggestions want to cut off the expansion of the commercial uses. Others wanted stronger buffers. They also wanted greater involvement of the City agencies to enforce regulations on land use, stormwater, and alley traffic disagreements.

The plans also indicated support for the Bardstown Road Overlay District (BROD) that was formed in 1993. The Belknap plan wishes for BROD to take in the entire Douglass Loop commercial area as a way to regulate land use and aesthetics. Both plans suggested strategies for dealing with traffic created problems. The first recommendations were to study the current traffic/land use patterns. Bonnycastle's plan recommended street and alley closures to increase parking while regulating vehicular connectivity. Further regulation that would balance the needs of high-intensity uses and the neighborhoods may indicate traffic studies, traffic calming ideas, access management techniques, pedestrian/bicycle connections, and mass transit stops as solutions to the conflicts.

APPENDIX C

Landmarks in the Highlands-Douglass Neighborhood **Reported by Joel A Gwinn**

Historic Homes and Special Buildings in the Highlands-Douglass Neighborhood

- “Woodbourne Place”, (Brinley Hall) at Bardstown and Douglass
- “Kenilworth,” Hampden Ct.
- “Walnut Hill”, Walnut Pl. and Edgehill Rd.
- “Coldspring”, Joshua Speed Mansion, 1801 Sulgrave Rd.
- Andrew Cowan Home, now owned by Cleve and Jessie Gatchel, Cherosen. The Gatchels have detailed information. Douglass Community Center, Douglass Blvd., formerly KY Home School
- Stewart Mansion
- 2304 Speed Ave Home now owned by Theo S. Rosky, On the Historic Homes survey.
- 2101 Dorothy Ave Home of Elizabeth Stone
- 2215 Carolina Ave
- 1924 Dorothy Ave now owned by Mr. Staufersham, one of the finest Craftsmen’s style homes in Louisville
- 2115 Douglass Blvd Belknap Mansion, now owned by Judge Bogg. On Historic Homes survey
- 2350 Speed Ave., now owned by the Ushers. On Historic Homes survey
- 2240 Douglass and Ellerbe. On Historic Homes survey
- English Tudor house on the corner of Spring Drive and Speed Ave. On Historic Homes survey
- Home of Mr. Hinkebein, Millvale Rd.
- 2403 Wallace Ave., Doup Farm House
- 2513 Woodbourne Ave., E. W. Knott Home

- Tudor Apartments, Speed Ave
- Tavener, Douglass Blvd
- All on Historic Homes survey (and more such apartments)

Our neighborhood contains numerous areas of historical or architectural interest whose character should be preserved. Some of the houses are now 100 years old. Most of them were built between 1870 and 1930.

Some examples are:

- Douglass Blvd.
- Village Dr.
- Speed and Casselberry
- Spring Dr.
- Woodbourne Ave.
- Weber and Wrocklage
- 1815 Casselberry Road, (the former) Grover Page home
- First block of Woodford Place. Ellerbe Carter home. (On Historic survey)

Houses of worship and institutions

- Highland Douglass Christian Church
- St. Paul’s Methodist Church
- St. Andrew’s Episcopal Church
- Bethany Baptist Church
- Adath Jeshurun, Synagogue
- Four Courts Senior Retirement Home

Apartments

- Art Deco, Douglass Blvd
- English Tudor, Douglass Blvd